

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

Claims 1-11 (canceled).

12. (New) A method for controlling operational sequences of at least one component of a vehicle, comprising:

monitoring a functional unit by a monitoring unit, the functional unit transmitting and receiving data through at least one connecting unit that is in contact with at least one bus system;

emitting an error signal having a first value by the monitoring unit if an error of the functional unit has been detected, the error signal having a value different from the first value if an error of the functional unit has not been detected; and

applying the error signal having the first value to the at least one connecting unit to deactivate the at least one connecting unit if an error of the functional unit has been detected, whereby the transmitting of data by the functional unit through the at least one bus system is prevented.

13. (New) The method as recited in Claim 12, wherein the error signal is applied to a reset input of the at least one connecting unit.

14. (New) The method as recited in Claim 13, wherein the functional unit is in contact with a plurality of bus systems, and wherein the error signal is applied to connecting units of the plurality of the bus systems.

15. (New) The method as recited in Claim 12, wherein the error signal is applied to an output of the at least one component whose operating sequences are controlled.

16. (New) The method as recited in Claim 13, wherein the error signal is applied to an output of the at least one component whose operating sequences are controlled.

17. (New) The method as recited Claim 12, further comprising:

continuing to monitor the functional unit by the monitoring unit after the detection of an error of the functional unit; and

activating again the at least one connecting unit if a proper functioning of the functional unit has been detected.

18. (New) The method as recited Claim 13, further comprising:

continuing to monitor the functional unit by the monitoring unit after the detection of an error of the functional unit; and

activating again the at least one connecting unit if a proper functioning of the functional unit has been detected.

19. (New) The method as recited Claim 16, further comprising:

continuing to monitor the functional unit by the monitoring unit after the detection of an error of the functional unit; and

activating again the at least one connecting unit if a proper functioning of the functional unit has been detected.

20. (New) The method as recited in Claim 13, further comprising:

not resetting the functional unit after the detection of an error of the functional unit, wherein the functional unit continues operation.

21. (New) A device for controlling operational sequences of at least one component of a vehicle, comprising:

at least one functional unit for transmitting and receiving data through at least one connecting unit that is in contact with at least one bus system; and

at least one monitoring unit for monitoring the functional unit, the monitoring unit generating an error signal having a first value if an error of the functional unit has been detected, the error signal having a value different from the first value if an error of the functional unit has not been detected, wherein the error signal having the first value is applied to the at least one connecting unit to deactivate the at least one connecting unit if an error of the functional unit has been detected, whereby the transmitting of data by the functional unit through the at least one bus system is prevented.

22. (New) The device as recited in Claim 21, wherein the error signal is applied to an enable/disable input of the at least one connecting unit.

23. (New) The device as recited in Claim 21, wherein the error signal is applied to a reset input of the at least one connecting unit.

24. (New) The device as recited in Claim 21, wherein the device includes a plurality of functional units that are linked to one another through the at least one bus system, and wherein the monitoring unit prevents the transmitting of data of a particular functional unit through the at least one bus system if the monitoring unit has detected an error of the particular functional unit.

25. (New) The device as recited in Claim 22, wherein the device includes a plurality of functional units that are linked to one another through the at least one bus system, and wherein the monitoring unit prevents the transmitting of data of a particular functional unit through the at least one bus system if the monitoring unit has detected an error of the particular functional unit.

26. (New) The device as recited in Claim 23, wherein the device includes a plurality of functional units that are linked to one another through the at least one bus system, and wherein the monitoring unit prevents the transmitting of data of a particular functional unit through the at least one bus system if the monitoring unit has detected an error of the particular functional unit.